

# BookletChart<sup>TM</sup>

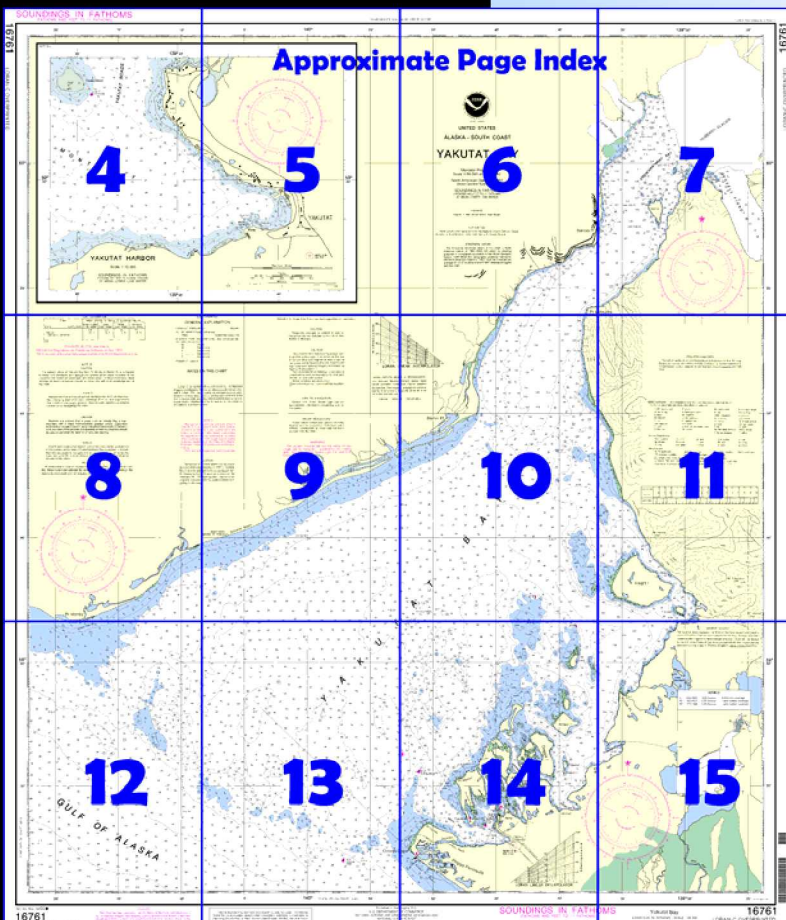
## Yakutat Bay

(NOAA Chart 16761)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

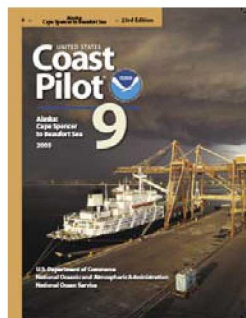
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 9, Chapter 4 excerpts]**

(57) **Yakutat Bay**, 130 miles NW of Cape Spencer, has a 16.5-mile-wide entrance between Ocean Cape on the SE and Point Manby on the NW; the bay is 7 miles wide at **Blizhni Point**, 15 miles above the entrance, and 2 miles wide a few miles farther up in Disenchantment Bay, the N extension of the bay. Yakutat Bay, the best anchorage between Cape Spencer and Prince William Sound for light and medium-draft vessels, is mostly clear of islands and dangerous shoals. Depths

in the bay range from 2 fathoms, marked by heavy growths of kelp W of Otmeloi and Krutoi Islands, to 141 fathoms off **Point Latouche**, 23 miles above the entrance. Two to 3 miles outside the line between Ocean Cape and Point Manby is a submarine ridge, very narrow on top, with depths of 3½ to 17 fathoms; the water deepens rapidly to more than 30 fathoms on

either side except near Point Manby, and the ridge curves NE near Ocean Cape to join shallower water. During heavy weather, it has been observed that breakers or pronounced increased height of swell occur across the entire entrance to Yakutat Bay and may continue N to Disenchantment Bay; at such times entrance is dangerous.

(60) **Point Manby**, on the NW side of the entrance to Yakutat Bay, is low and wooded. There is usually heavy surf and strong currents along the shore from this point NE to Blizhni Point, making it dangerous for boats to land, and causing migration of the shoreline and sandbars close to shore. Landings at stream entrances should only be made at high water and with local knowledge.

(62) **Point Munoz**, the westernmost extremity of Khantaak Island, is 3.5 miles above Ocean Cape. Dangerous rocks and heavy kelp growth, over which heavy surf breaks, extend SW to S from Point Munoz making the area foul for vessels. The island is about 5 miles long in a NE-SW direction and the greatest width is between Point Munoz and **Point Turner**, 2 miles to the SE. Khantaak Island is low and wooded except at Point Turner, which is a tongue of sand covered with grass and bushes. **Khantaak Island Light** (59°33'36"N., 139°47'03"W.), 28 feet (8.5 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the S end of the island near Point Turner.

(63) **Monti Bay**, entered between Point Carrew and Point Munoz, extends about 3 miles SE to Yakutat, then turns N to Yakutat Roads anchorage. Depths in Monti Bay are 11 to 40 fathoms. The S side of the bay is clear, but the N side in the vicinity of Khantaak Island is foul. Heavy breakers are reported to exist at the entrance to Monti Bay. In 1999, it was reported that the shoreline around Monti Bay was spreading seaward with differences in excess of 10 meters from the charted shoreline. Caution is advised near the shoreline throughout Monti Bay and Khantaak Island.

(66) **Yakutat**, a town at the E end of Monti Bay, has a small hospital, school, and two general stores. Lodging is available at the airport S of the town.

(67) Vessels with drafts greater than 8 feet should anchor on the E side of the harbor.

(88) **Yakutat Roads** has a clear width of 0.3 mile E of Tzuse Shoal, a length of about 2 miles, and depths of 4 to 23 fathoms, mud bottom, except for an extensive foul area at its NE end. A light marks the N limit of shoals on the E side of the roads. The best anchorage for large vessels is in the middle of Yakutat Roads in 15 to 23 fathoms.

(90) **Rurik Harbor**, the next arm indenting the inner side of Khantaak Island NE of Port Mulgrave, has depths of 5 to 14 fathoms in its entrance. Small vessels can anchor in the entrance.

(91) **Sea Otter Bay**, NE of Rurik Harbor, is 1.2 miles long and has depths of 10 to 36 fathoms. **Prince Shoal**, between Rurik Harbor and Sea Otter Bay, extends about 0.5 mile SE from the Khantaak Island shore. The shoal is foul with rocks and has an extensive area that bares. **Prince Shoal**, partly bare at low water, extends out 0.4 mile from the point on the NE side of the entrance. Small vessels can anchor in the entrance to Rurik Harbor.

(92) **Johnstone Passage**, at the NE end of Yakutat Roads, connects with several bays and arms between the numerous islands and rocks behind Khantaak Island. The connecting channels are navigable only for small craft at low water. Extensive shoaling and rocks exist throughout the area; local knowledge is advised.

(94) **Redfield Cove**, 3 miles NE of Broken Oar Cove, affords excellent protected anchorage for light and medium draft vessels in 5 to 22 fathoms. The S side is clear of obstructions or shoals. A shoal extends about 0.3 mile SSW from the N entrance point. The safest passage to the bay is from N between Knight Island and **Krutoi Island**. Unlighted buoys mark the passage.

(95) From the SE side of **Knight Island**, 6.5 miles N of Redfield Cove, a 500-yard-wide ridge extends SE to Tla-xagh Island. The ridge provides a good anchorage in 14 fathoms for moderate-draft vessels. About 0.5 mile E of Tla-xagh Island is the entrance to **Eleanor**

**Cove. Chicago Harbor**, just NE of Eleanor Cove, is a well-protected steep-sided cove for small craft.

# Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:80,000 at Lat. 59°45'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO 11 FATHOMS)  
AT MEAN LOWER LOW WATER

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Yakutat    WXK-69    162.40 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
○ (Accurate location)    ◐ (Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.072" southward and 5.985" westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.

PULSE REPETITION INTERVAL

7960 ..... 79,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master

W ..... Secondary

X ..... Secondary

Y ..... Secondary

Z ..... Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE C

Hubbard and Turner Glaciers actively discharge ice into Disenchantment Bay, changing their limits daily. Icebergs, flow ice, and large swells due to calving are usually present. Mariners are urged to use extreme caution when navigating this area.

NOTE D

Significant shoaling has been found within one-quarter nautical mile of the glaciers at the head of Disenchantment Bay as presently charted. Mariners are urged to navigate with extreme caution as some depths found are up to 20 fathoms shoaler than charted and will continue to change in the future.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

NOTE E

Extreme currents occur at the pass between Russell Fiord and Disenchantment Bay. These currents are extremely fast and treacherous, carrying large icebergs. The pass is deemed unsafe and not navigable by mariners.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

NOTE B

CAUTION

The western shore of Yakutat Bay from Pt. Manby to Blizhni Pt. is subjected to heavy surf conditions and alongshore currents which cause migration of the shoreline and nearshore sand bars and make beach landings hazardous. Boat landings at stream entrances should be made only with local knowledge and at high tide.

TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Yakutat (59°33'N / 139°44'W)	feet 10.1	feet 9.2	feet 1.4	feet -4.0

(299)

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DA diaphane	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	Gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

## (FATHOMS AND FEET TO 11 FATHOMS)

LORAN-C OVERPRINTED

(299)

COLREGS, 80.1705 (see note A)  
International Regulations for Preventing Collisions at Sea, 1972.

### GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.  
PULSE REPETITION INTERVAL  
7960 ..... 79,600 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators).  
M ..... Master  
S ..... Secondary  
e 8 ..... Secondary

Consult U.S. C

Ter  
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Joins page 8

See Note on page 5.

Printed at reduced scale.

~~SCALE 1:80,000~~

Nautical Miles

Yards

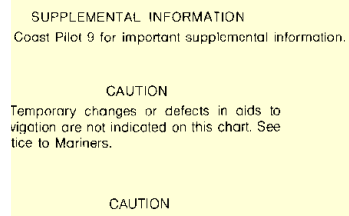
Yards

000

## North

4





UNITED STATES  
ALASKA - SOUTH COAST

# YAKUTAT BAY

Mercator Projection  
Scale 1:80,000 at Lat. 59°45'

North American Datum of 1983  
(World Geodetic System 1984)

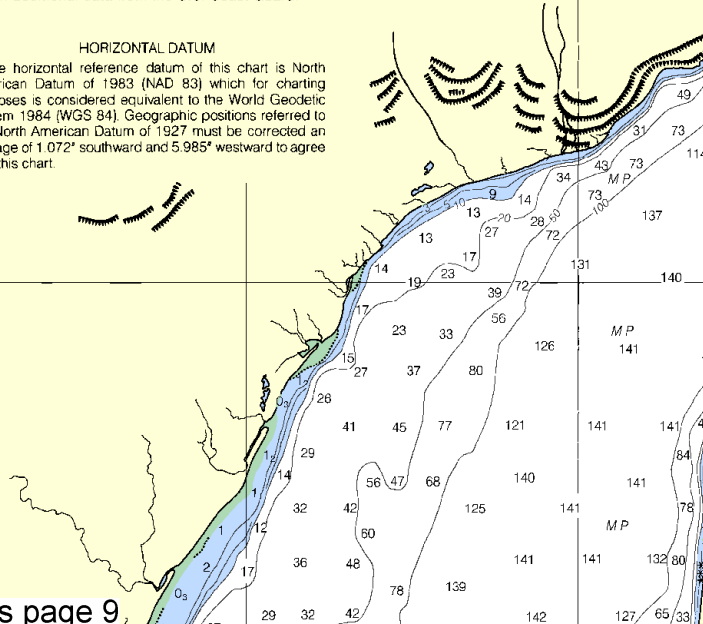
SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO 11 FATHOMS)  
AT MEAN LOWER LOW WATER

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

### HORIZONTAL DATUM

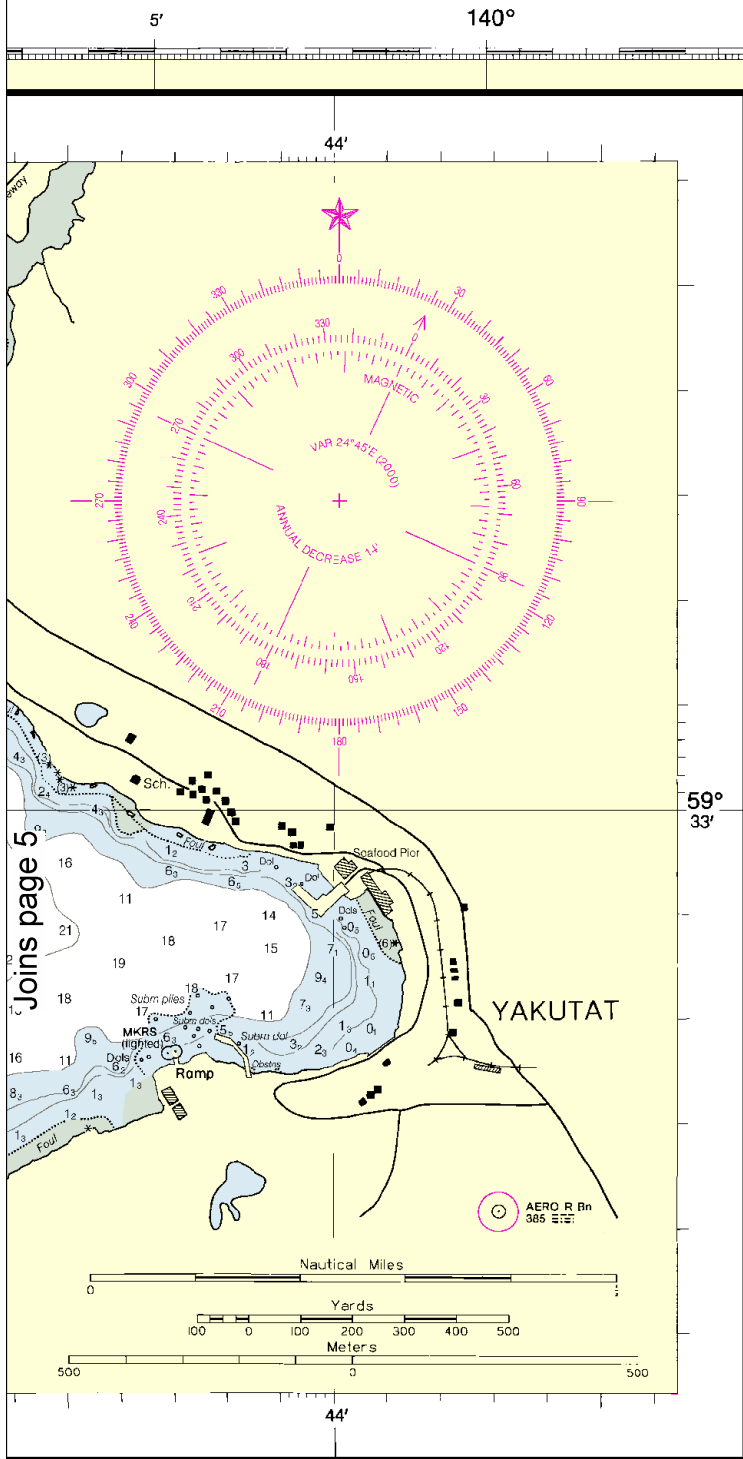
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.072" southward and 5.985" westward to agree with this chart.



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



UNITED STATES  
ALASKA - SOUTH COAST  
**YAKUTAT BAY**

Mercator Projection  
Scale 1:80,000 at Lat. 59°45'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO 11 FATHOMS)  
AT MEAN LOWER LOW WATER

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service Survey, with additional data from the U.S. Coast Guard.

HORIZONTAL DATUM  
The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83) which for chart purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected average of 1.072' southward and 5.985' westward to agree with this chart.

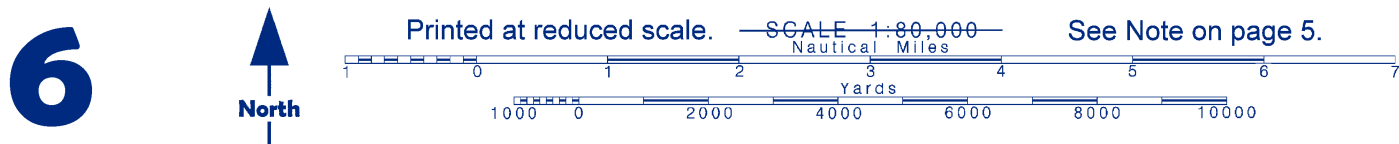
**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 9 for important supplemental information.

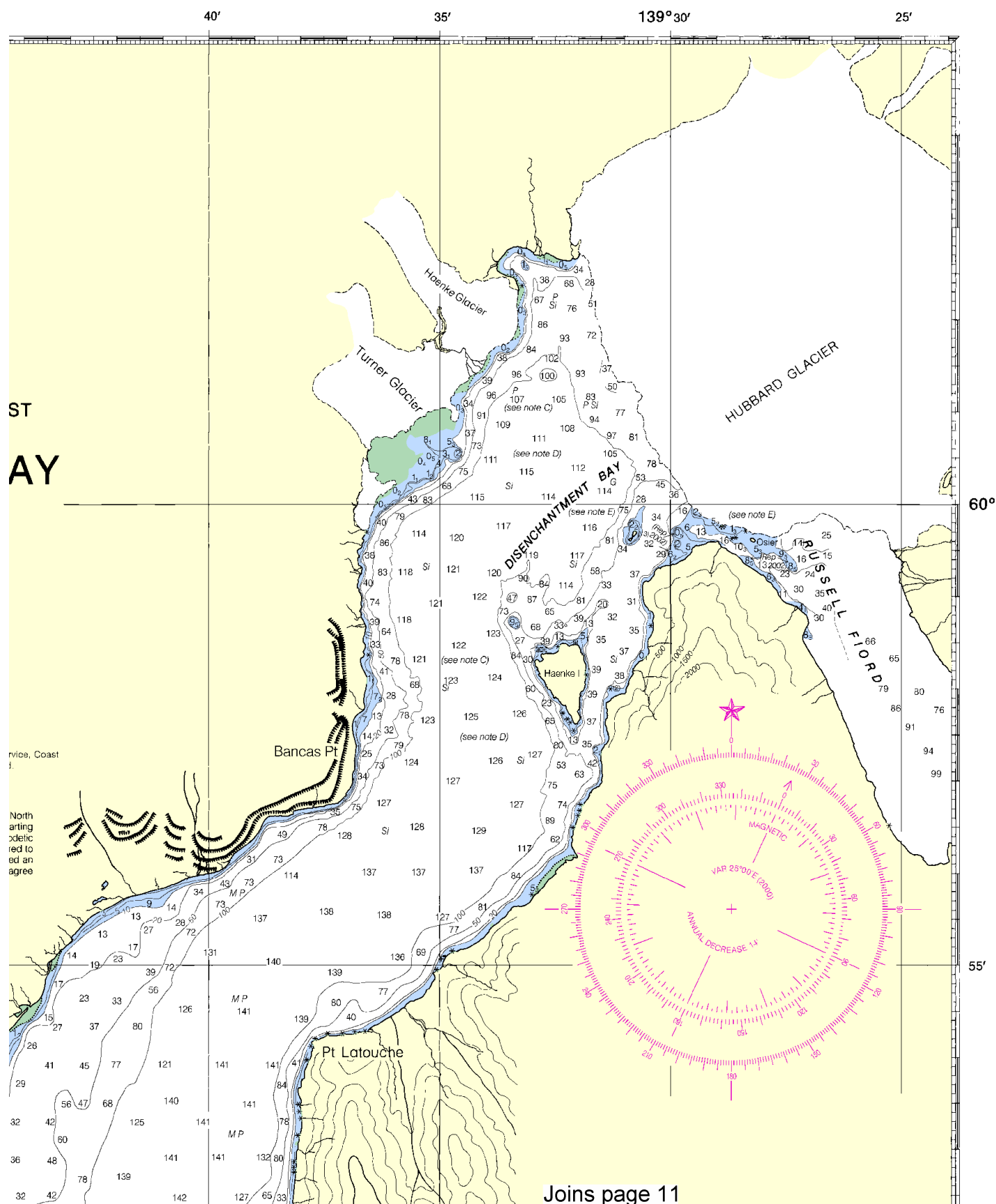
**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

**CAUTION**

**NOTATION**  
..... 100kHz.  
9,800 Microseconds  
(Not individual stations)

Joins page 10





Joins page 11

16761

LORAN-C OVERPRINTED

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

7



## TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean High Water feet	Mean Higher High Water feet	Mean Low Water feet	Mean Lower Low Water feet	Extreme Low Water feet
Yakutat (59°33'N/139°44'W)	10.1	9.2	1.4		-4.0

(299)

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE B  
CAUTION

The western shore of Yakutat Bay from Pt. Manby to Blizhni Pt. is subjected to heavy surf conditions and alongshore currents which cause migration of the shoreline and nearshore sand bars and make beach landings hazardous. Boat landings at stream entrances should be made only with local knowledge and at high tide.

## NOTE C

Hubbard and Turner Glaciers actively discharge ice into Disenchantment Bay, changing their limits daily. Icebergs, flow ice, and large swells due to calving are usually present. Mariners are urged to use extreme caution when navigating this area.

## CAUTION

Mariners are advised that in areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom traces on echo sounders. If this anomaly is suspected, a hand-held lead line should be used to penetrate the layer for an accurate reading.

## NOTE D

Significant shoaling has been found within one-quarter nautical mile of the glaciers at the head of Disenchantment Bay as presently charted. Mariners are urged to navigate with extreme caution as some depths found are up to 20 fathoms shallower than charted and will continue to change in the future.

## NOTE E

Extreme currents occur at the pass between Russell Fiord and Disenchantment Bay. These currents are extremely fast and treacherous, carrying large icebergs. The pass is deemed unsafe and not navigable by mariners.

## LORAN-C

## GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.

PULSE REPETITION INTERVAL

7960 ..... 79,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master

W ..... Secondary

X ..... Secondary

Y ..... Secondary

Z ..... Secondary

EXAMPLE: 7960-X

## RATES ON THIS CHART

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## CAUTION

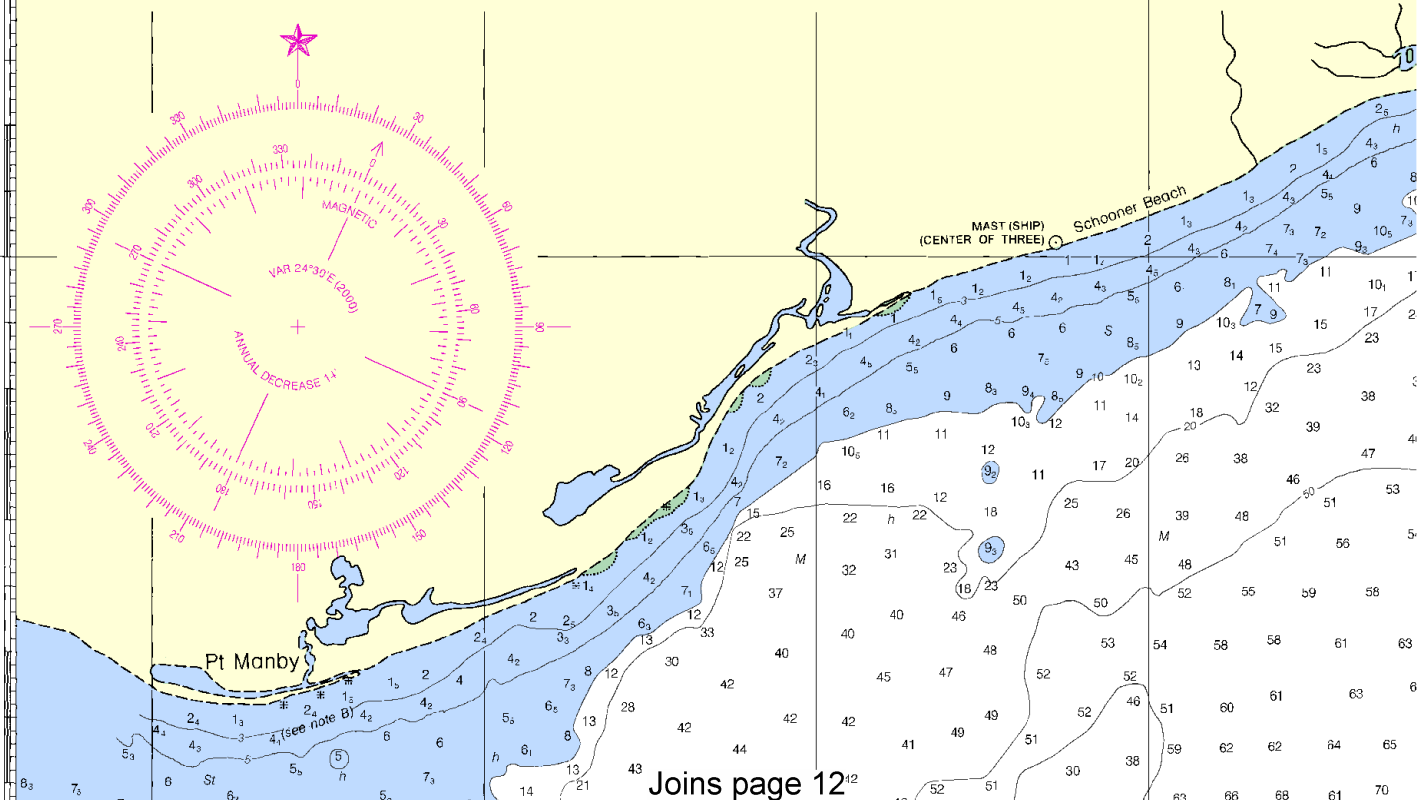
Decreases of charted depths by as much as 3 to 6 feet were reported in 1997 in Yakutat Bay in an area adjacent to Schooner Beach from Pt. Manby to Kame Stream as a result of the February 28, 1979 earthquake. Mariners are urged to exercise extreme caution when navigating in this area.

Consult U.S. C

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St  
C(A)Cc  
supp  
navigRc  
float  
reflec  
uniltThe pi  
single  
aid. See  
Coast Pil

50'

45'



Joins page 12

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



8

North

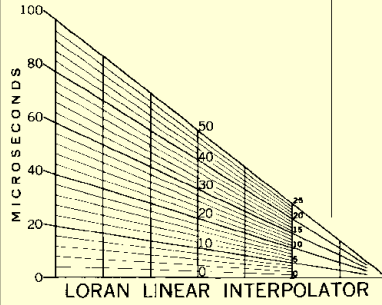
**SUPPLEMENTAL INFORMATION**  
Coast Pilot 9 for important supplemental information.

**CAUTION**

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**CAUTION**

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
(Accurate location)    (Approximate location)



**NOAA VHF-FM WEATHER BROADCASTS**  
The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

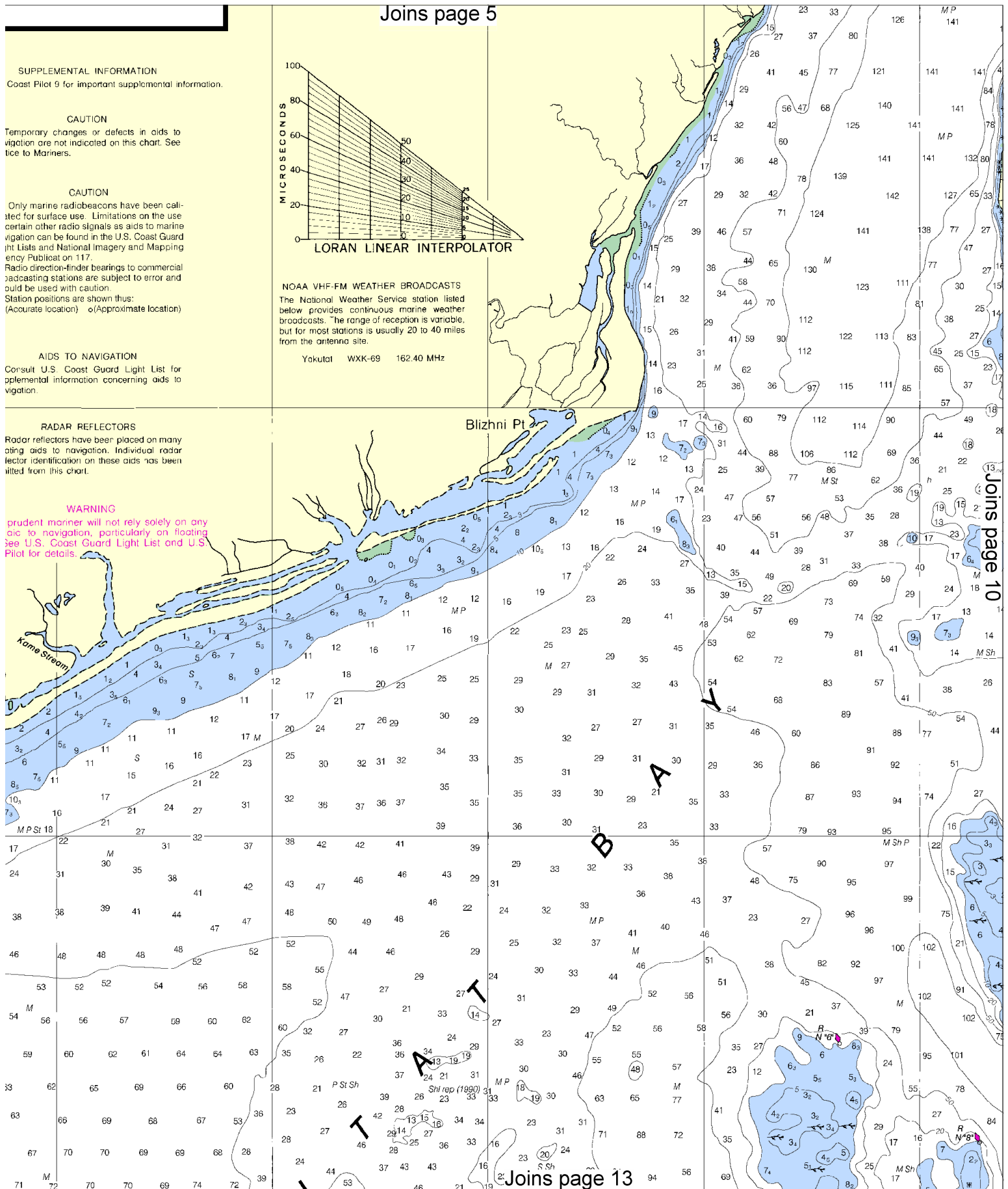
Yakutat WXX-69 162.40 MHz

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

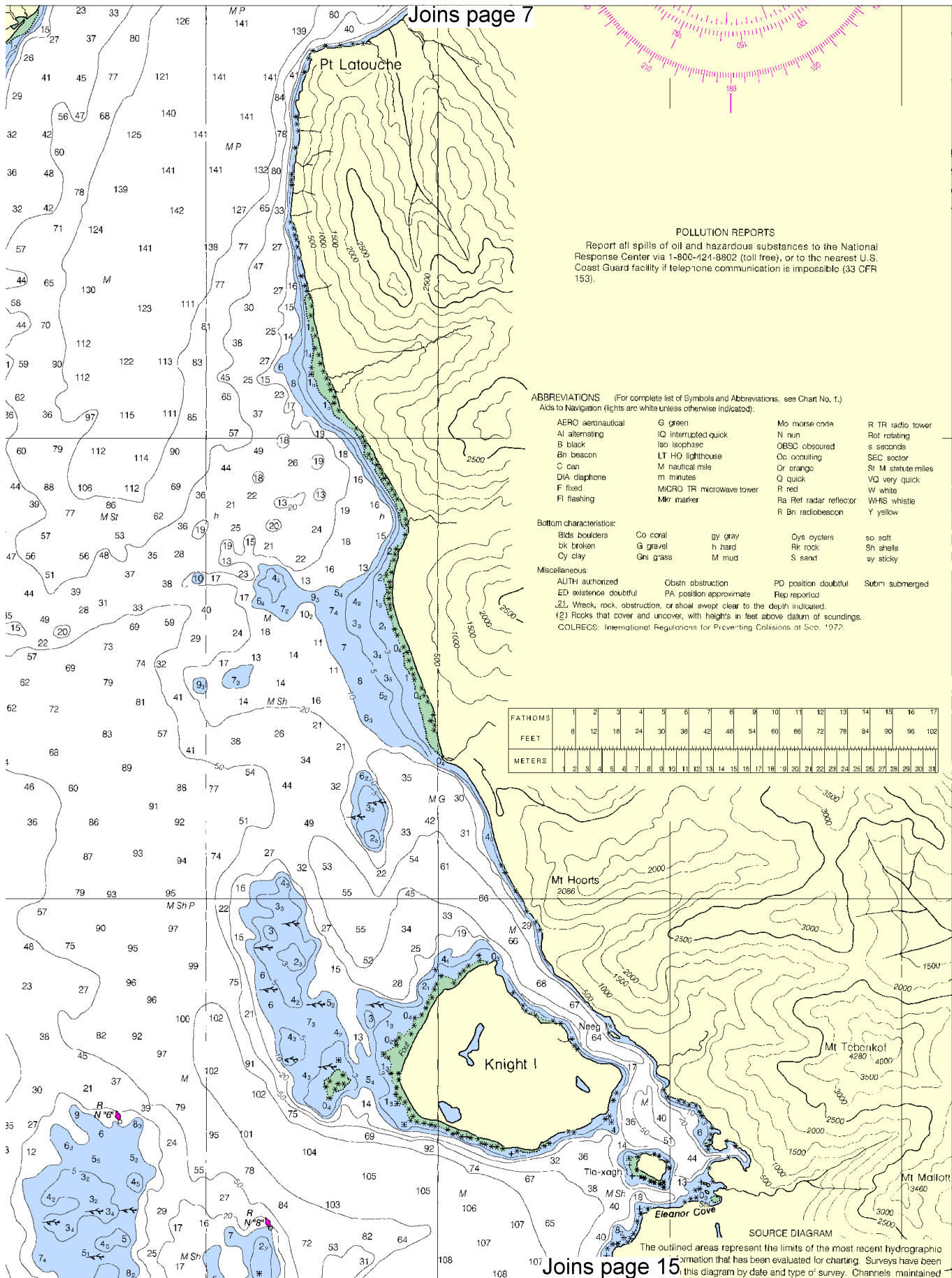
**RADAR REFLECTORS**  
Radar reflectors have been placed on many existing aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**WARNING**

Prudent mariner will not rely solely on any aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.







Joins page 7

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

- ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
  - Al alternating
  - B black
  - Bn beacon
  - C can
  - DIA diaphone
  - F fixed
  - Fl flashing
  - G green
  - IQ interrupted quick
  - Is isophase
  - LT LD lighthouse
  - M nautical mile
  - m minutes
  - F fixed
  - Fl flashing
  - Mo morse code
  - N nun
  - OBSC obscured
  - OC occulting
  - Or orange
  - Q quick
  - R red
  - Ra Ref radar reflector
  - R Bn radiobeacon
  - R TR radio tower
  - Rot rotating
  - s seconds
  - SEC sector
  - St M statute miles
  - VO very quick
  - W white
  - WHIS whistle
  - Y yellow
- Bottom characteristics:**
- Bds boulders
  - bk broken
  - Cy clay
  - Co coral
  - G gravel
  - Grs grass
  - gy gray
  - h hard
  - M mud
  - Oys oysters
  - Rk rock
  - S sand
  - so soft
  - Sh shells
  - sy sticky
- Miscellaneous:**
- AUTH authorized
  - ED existence doubtful
  - 2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
  - (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
  - COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
  - Obstr obstruction
  - PA position approximate
  - PD position doubtful
  - Rep reported
  - Subm submerged

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

50'

45'

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Joins page 8

Pt Manby

59° 40'

35'

CONTINUED ON CHART 16076

GULF OF ALASKA

20'

15'

10'

5'

16th Ed., Nov. 18/00

16761

LORAN-C OVERPRINTED

CAUTION

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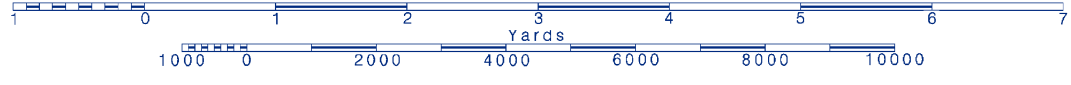
12

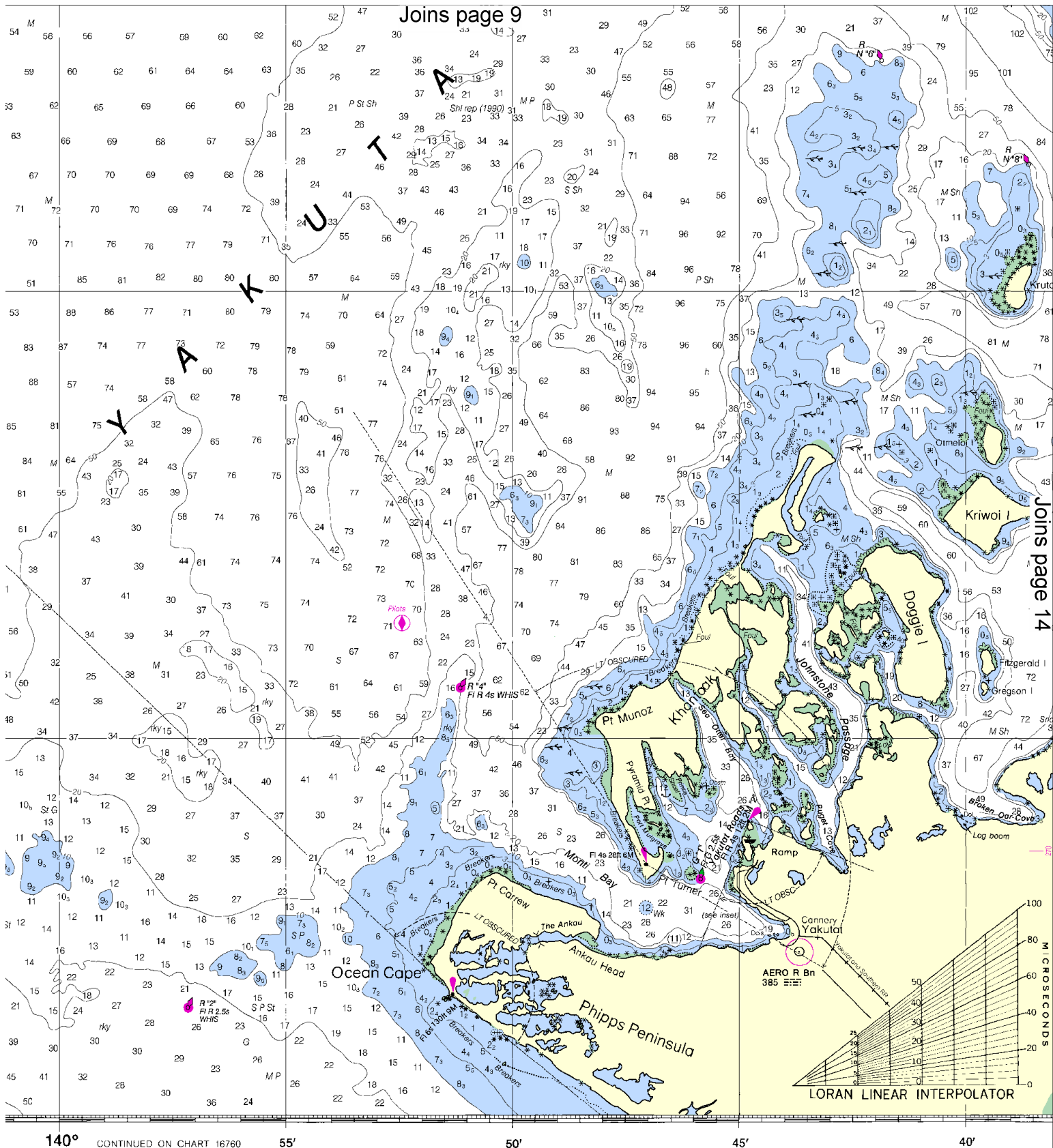


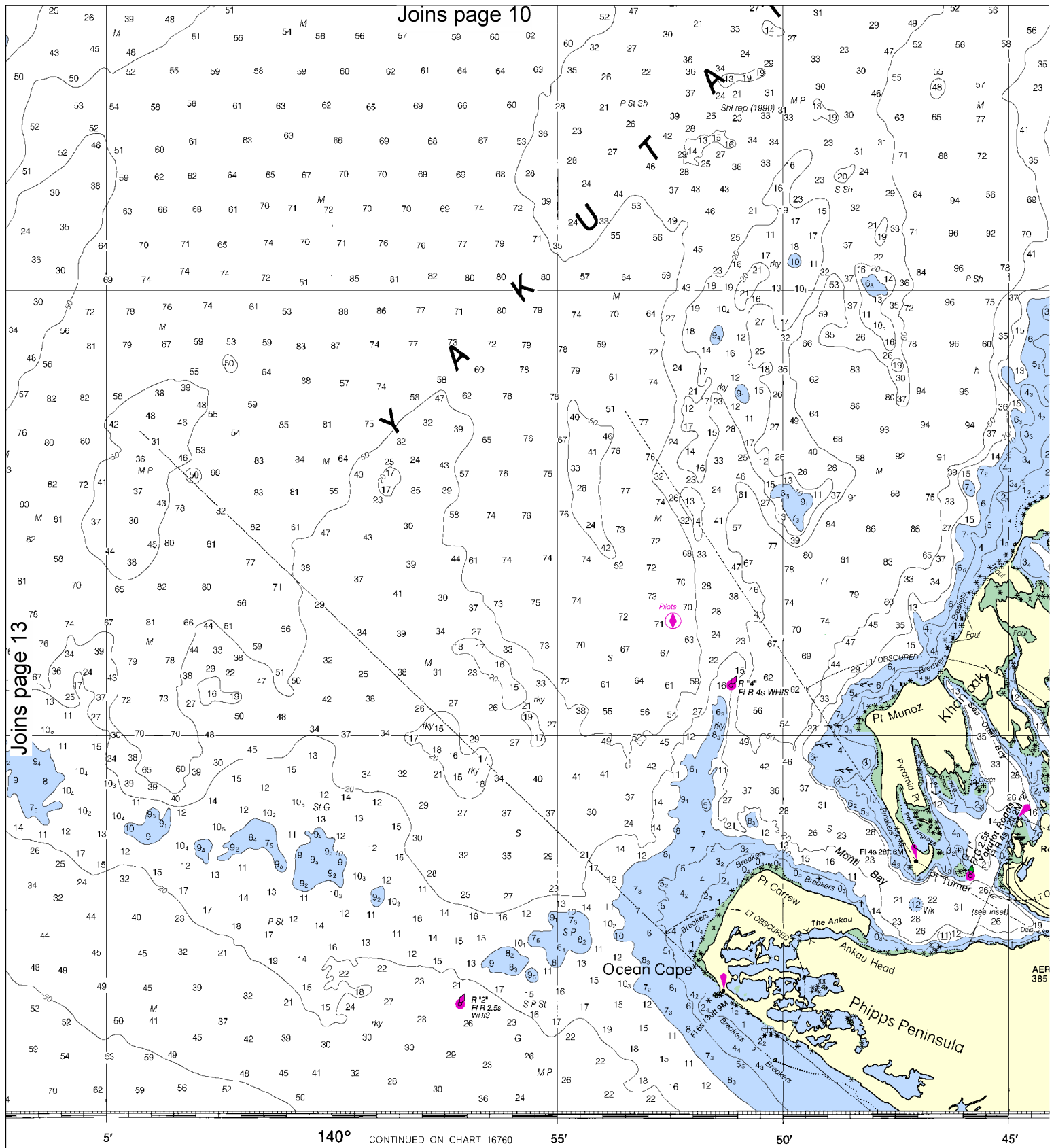
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.







This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

14

North

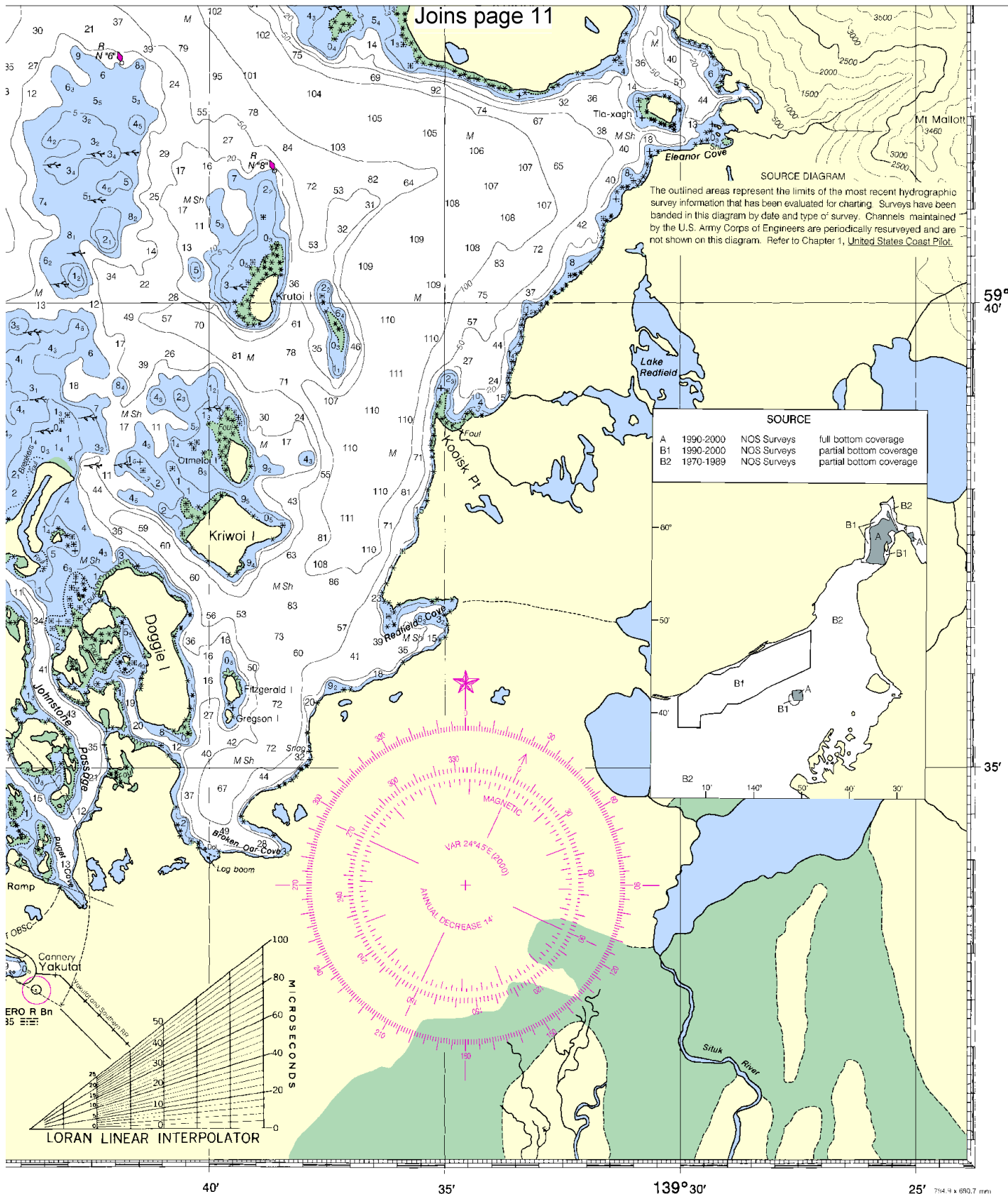
Printed at reduced scale.

SCALE 1:80,000

Nautical Miles

Yards

See Note on page 5.



**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

**Yakutat Bay**  
SOUNDINGS IN FATHOMS - SCALE 1:80,000

**16761**  
LORAN-C OVERPRINTED



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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